

Amendment to the Specification:

On Pages 1-2, please replace the paragraph bridging pages 1-2 with the following rewritten paragraph:

In a change speed gear with a hub which is seated in a torsionally rigid manner on a shaft and a gearwheel which is held in a freely rotating fashion on the shaft, it is known ~~(DE 42-42 271 A1)~~ (DE 42 24 271 A1) to provide a synchronization device with a cone clutch between the hub and the gearwheel which comprises a double cone ring producing a rotating entrainment of the gearwheel and which is clamped in a non-positive way between an inner friction ring and a synchronizing ring which is associated with the hub and is axially adjustable relative to said friction ring by the sliding collar. If the sliding collar on the hub is displaced within the scope of a clutching engagement, the double cone ring is accelerated to the circumferential speed of the hub by the axial entrainment of the synchronizing ring in a frictionally engaged manner between the inner friction ring and the outer synchronizing ring. This acceleration also applies to the gearwheel torsionally rigidly

joined to the double cone ring and which therefore allows the subsequent unhindered clutch engagement between the sliding collar and the crown of claws. A stop gearing ~~which~~ is arranged on the synchronizing ring and cooperates with the claws of the sliding collar to prevent ~~prevents~~ that the sliding collar ~~can~~ from performing ~~perform~~ the axial clutching movement during the synchronization.

On Page 5, please replace the first full paragraph with the following rewritten paragraph:

As is shown in Figs. 2 and 3, the synchronizing ring 9 is composed of a ring body 15 and a driver ring 16 forming the drivers 13. This separation between the ring body ~~16~~ 15 and the drivers 13 which belong to a separate driver ring 16 advantageously allow producing the ring body 15 in a powder-metallurgical way as a sintered body, whereas the driver ring 16 with the drivers ~~15~~ 13 consists of a sheet-metal cutting. The advantages of powder-metallurgical production of the ring body 15 can be used without having to fear any overloading of the drivers 13 which are joined into a driver ring 16 made of a sheet-metal

cutting. It is merely necessary to ensure a respective connection between the ring body 15 and the driver ring 16, for which purpose it is possible to use both interlocking as well as firmly bonded connections. According to Fig. 3, the ring body 15 forms both the stop gearing 14 as well as the conical frictional surface 17 cooperating with the double cone 10. This is not mandatory however. The stop gearing 14 can be made as a separate gear ring from an embossed part of sheet metal and be joined with the ring body 15. The frictional surface 17 could consist of a frictional layer of different structure which is applied to the ring body 15.